

REPORT

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1. A commission consisting of three Polish officers, a representative of the Polish Railways' Directorate and the manager of the Pila operational (railroad) traffic arrived at the Pila (Schneidemühl-P54/SO4) railroad station in September 1951. They examined the operational departments of the station, including the condition of machinery, whether the machinery was being utilized to capacity, and whether there was any surplus machinery. They furthermore investigated the stocks of spare parts and the stocks of coal and oil.
2. Of the 17 existing water cranes, only 10 were in operation. An instruction was issued to put those out of repair immediately into working condition. Damaged and obsolete passenger and freight cars were also inspected. Part of these were to be sent to the main repair works at Poznan (P53/X26). It was significant that the Commission inspected and examined the capacity of the kitchen equipment in the railway canteens, the railroad men's duty sleeping quarters, and the railway restaurant. A survey was also made of the distance between these installations and the tracks.
3. According to a confidential memorandum at the end of August or the beginning of September 1951 issued by the Railways' Directorates at Gdansk (Q55/Y42) and Poznan, all railroad stations which had rescue trains at their disposal were to hand over some of the ambulance cars. The station subordinate to the above Directorates were ordered to dispatch the ambulance cars to Bydgoszcz. There they were formed into trains and sent to Lublin. In addition, the stations were instructed to send to Bydgoszcz surplus camp beds from the inventory of the railwaymen's duty sleeping quarters. In accordance with the above order, Pila Railway Station sent an ambulance car and 14 surplus camp beds to Bydgoszcz in September 1951.

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4. A new tranship station was under construction in September 1951 at Hurko (S50/V55), approximately seven kms. east of Przemysl. The work was being conducted by the PPRK #9 (Panstwowe Przedsiębiorstwo Robot Kolejowych - Railway Works State Enterprise), a "Service for Poland" brigade (five companies) and civilian workers. The earth works were nearing completion and construction of loading ramps had begun. A branch line has been laid from the Russian broad gauge and normal gauge Przemysl - Medyka line; a large quantity of rails and sleepers was brought to the spot. Construction of administration buildings had not yet started.

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